

**Aviation Safety Investigation Report
199400231**

**Volmer Aircraft
VJ-22**

29 January 1994

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199400231

Occurrence Type: Accident

Location: Cape Naturaliste

State: TAS

Inv Category: 4

Date: Saturday 29 January 1994

Time: 1623 hours

Time Zone: ESuT

Highest Injury Level: Serious

Injuries:

	Fatal	Serious	Minor	None	Total
Crew	0	1	0	0	1
Ground	0	0	0	0	0
Passenger	0	0	1	0	1
Total	0	1	1	0	2

Aircraft Manufacturer: Volmer Aircraft

Aircraft Model: VJ-22

Aircraft Registration: VH-TUB

Serial Number: V38

Type of Operation: Non-commercial Pleasure/Travel

Damage to Aircraft: Destroyed

Departure Point: Cape Naturaliste TAS

Departure Time:

Destination: Cranbourne TAS

Crew Details:

Role	Class of Licence	Hours on		
		Type	Hours	Total
Pilot-In-Command	Private		36.0	602

Approved for Release: Monday, June 20, 1994

The owner pilot and his wife flew to Cape Naturaliste where a water landing was carried out and the aircraft was taxied on to the beach. On departure the aircraft was positioned for a water takeoff into a 10 knot southerly breeze on a slight sea. The pilot reported that the aircraft lifted off after a few bounces at the end of the water run and was held level to build up climb speed. Shortly thereafter the aircraft appeared to yaw violently to the right, rolling to the vertical. The right wing entered the water and the aircraft cartwheeled coming to rest nose down and inverted. The pilot was flung clear and his wife was able to extricate herself from the wreckage. Both were supported in the water by their life jackets while awaiting rescue. The aircraft sank and was not recovered.